

U.S. COAST GUARD

VESSEL TRAFFIC SERVICE

PRINCE WILLIAM SOUND

USER'S MANUAL

FIFTH EDITION
FEBRUARY 2003

NOTES

Prince William Sound Vessel Traffic Service

User's Manual

Fifth Edition – February 2003

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USER GROUPS

VMRS USERS (Full Participation):

These Vessels must monitor the designated VHF-FM VTS frequency for the VTS Area in which they are operating, make reports to the VTS, and comply with general VTS operating rules:

- **A power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;**
- **A towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating;**
- **A vessel certified to carry 50 or more passengers for hire, when engaged in trade.**

VTS USERS (Passive Participation)

These vessels must monitor the designated VHF-FM VTS frequency for the area in which they are operating, respond if hailed by the VTS, and comply with general VTS operating rules:

- **A power-driven vessel of 20 meters (approximately 65 feet) or more in length;**
- **A vessel of 100 gross tons or more carrying 1 or more passengers for hire;**
- **A dredge or floating plant.**

NON-REQUIRED

If you do not fall into either of the above categories, you are not required by law to participate with the VTS. However, your vessel is still subject to:

- **IMO Rule "10" (page 2-2);**
- **VTS Measures (direction given by the VTS);**
- **All other practices of safe navigation and prudent seamanship.**

Introduction

Purpose of this manual

With the implementation of Vessel Traffic management Regulations contained in Title 33, Code of Federal Regulations, effective October 13, 1994, a User's Manual became necessary for Prince William Sound. This edition of the Prince William Sound Traffic Service User's Manual supercedes all others and provides the VTS user with:

- A quick reference guide that describes the requirements and procedures for participating in the Prince William Sound Vessel Traffic Service (**PWSVTS**).
- An understanding of the regulations governing Vessel Traffic Services contained in 33 CFR 161 and 165, traffic management measures employed, and services provided by PWSVTS.
- A copy of 33 CFR 161 - Vessel Traffic Management Regulations. **

**** Carrying this User's Manual on board a vessel fulfills the requirement to keep a copy of the Vessel Traffic Service rules, 33 CFR 161, on board when operating in the PWSVTS Area.**

All Mariners are encouraged to read this manual prior to participating with the Prince William Sound Vessel Traffic Service.

ABOUT VTS REGULATIONS

The Ports and Waterways Safety Act of 1972 (PWSA), as amended, authorizes the Coast Guard to establish and operate Vessel Traffic Services. The Trans-Alaska Pipeline Authorization Act of 1973 amended the PWSA to specifically require the Coast Guard to establish and operate a Vessel Traffic Service in Prince William Sound.

Requests to deviate from any regulation or measure due to circumstances that develop during or immediately preceding a

transit, may be made verbally to the Commanding Officer, Marine Safety Office Valdez (Channel 13 VHF-FM, or by phone 907-835-7205). Requests shall be made as far in advance as possible.

Requests to deviate from any measure or regulation either for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to:

Commander (mo)
Seventeenth Coast Guard District
P.O. Box 25517
Juneau, Alaska 99802-5517

Upon receipt of the written or verbal requests, the District Commander or Commanding Officer Marine Safety Office Valdez, may authorize a deviation if it is determined the deviation would provide a level of safety equivalent to that provided by the required measure or regulation, or is a maneuver considered necessary for safe navigation under the circumstances. The application for deviation must state the need and fully describe the proposed alternative to the required measure or regulation. [33 CFR 161.5]

ABOUT VTS PRINCE WILLIAM SOUND

Prince William Sound Vessel Traffic Service is the waterway manager for PWSVTS Area. The VTS is a department of the Coast Guard Marine Safety Office Valdez. The Traffic Center is located in the Marine Safety Office building in Valdez, Alaska, and is staffed 24 hours a day, 7 days a week by Coast Guard personnel. Our Mission is to prevent accidents, loss of life and damage to property and the environment. Our primary function is to instill good order and predictability on the waters of the PWSVTS Area. We do this by coordinating vessel movements through the collection, verification, organization, and dissemination of information.

CONCEPT OF OPERATIONS

PWSVTS obtains vessel information using radar surveillance, VHF-FM marine band telecommunications with Channel 13

(156.65Mhz) as our designated working frequency, and an Automated Identification System (AIS) based on a differential Global Positioning System (dGPS).

The primary components of VTS are:

- Vessel Traffic Center (VTC) at Marine Safety Office Valdez
- Vessel Traffic System Area (VTSA)
- Traffic Separation Scheme (TSS)

Vessel Movement Reporting System (VMRS), which includes reporting points

- A radar surveillance system
- A VHF-FM and HF communications network
- The Automated Identification System (AIS)
- Federal Vessel Traffic Management regulations contained in 33 CFR 161 and 165

The TSS in Prince William Sound has been adopted by the International Maritime Organization (IMO). Because of this, the TSS is subject to the provisions of Rule 10 of the 1972 COLREGS. The traffic lanes and separation zone, which comprise the TSS, are depicted on nautical charts. Prince William Sound's TSS was modified June 1st 2001.

Vessels in the Prince William Sound Vessel Traffic Service Area fall into several categories:

- a. Vessels in the radar coverage area;
- b. AIS equipped vessels in the radar coverage area;
- c. Vessels outside the radar coverage area;
- d. AIS equipped vessels outside the radar coverage area.

Vessels in the radar coverage area are tracked by their radar returns and by their voice reports. AIS equipped vessels in the radar coverage area are tracked by their radar returns, voice reports and AIS transponder updates. Vessels outside the radar coverage area are tracked by their voice reports only, while AIS equipped vessels outside radar coverage are tracked by their voice reports and transponder updates, which are accurate to within 10 meters.

Federal regulations require tankers 20,000 DWT and over to have an AIS system installed onboard while in the PWSVTS Area. This means that non-AIS equipped vessels that participate with PWSVTS are tracked by their reported positions, courses and speeds both in and out of radar coverage. Because of this, the timeliness and accuracy of voice reports are necessary factors in maintaining the quality of traffic advisories we provide based on those reports.

SOLAS Chapter V, Regulation requires AIS to be fitted aboard all ships of 300 gross tonnage and upwards engaged on international voyages, cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size built on or after 1 July 2002.

It also applies to ships engaged on international voyages constructed before 1 July 2002, according to the following timetable:

- Passenger ships, not later than 1 July 2003;
- Tankers, not later than the first survey for safety equipment on or after 1 July 2003;
- Ships, other than passenger ships and tankers, of 50,000 gross tonnage and upwards, not later than 1 July 2004;
- Ships, other than passenger ships and tankers, of 10,000 gross tonnage and upwards but less than 50,000 gross tonnage, not later than 1 July 2005;

- Ships, other than passenger ships and tankers, of 3,000 gross tonnage and upwards but less than 10,000 gross tonnage, not later than 1 July 2006.
- Ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 3,000 gross tonnage, not later than 1 July 2007;
- Ships not engaged on international voyages constructed before 1 July 2002, will have to fit AISs not later than 1 July 2008.

A flag State may exempt ships from carrying AISs when ships will be taken permanently out of service within two years after the implementation date. Performance standards for AIS were adopted in 1998.

The new regulation requires that AIS shall:

- Provide information - including the ship's identity, type, position, course, speed, navigational status and other safety-related information - automatically to appropriately equipped shore stations, other ships and aircraft;
- Receive automatically such information from similarly fitted ships; · monitor and track ships;
- Exchange data with shore-based facilities.

*This was the most current information on AIS implementation as this manual went to print. IMO and the United States may also implement additional regulations requiring earlier carriage dates or carriage requirements by additional vessels.

HOW TO CONTACT US

We welcome your questions, as well as comments and suggestions on the job we're doing and how we can improve our service to you. These may be sent to:

COMMANDING OFFICER
PRINCE WILLIAM SOUND VESSEL TRAFFIC SERVICE
P.O. BOX 486
105 CLIFTON DRIVE
VALDEZ, ALASKA 99686
PHONE: (907) 835-7205 FAX: (907) 835-7207

For the latest version of Prince William Sound's VTS Manual, or other information, contact us at the above number or address, or you can log onto Marine Safety Office Valdez's web site, at <http://www.uscg.mil/d17/msovdez/>.

GLOSSARY

This glossary contains certain terms, abbreviations and acronyms used in this manual.

AIS (AISS / AISSE) - *Automated Identification System (Automated Identification System Shipborne (Equipment)). Currently, this equipment is only required for tank vessels of 20,000 DWT or more. AIS provides the user with a dGPS position accurate to within 10 meters and sends a signal back to PWSVTS with that position and the vessel's name, course and speed. AIS information is then transmitted to the VTC and displayed on a video chart of the VTS Area. The VTS is thereby able to track these vessels when they are within the VTS Area, whether or not they are within radar range.*

SOLAS Chapter V, Regulation requires AIS to be fitted aboard all ships of 300 gross tonnage and upwards engaged on international voyages, cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size built on or after 1 July 2002.

It also applies to ships engaged on international voyages constructed before 1 July 2002, according to the following timetable:

- Passenger ships, not later than 1 July 2003;
- Tankers, not later than the first survey for safety equipment on or after 1 July 2003;
- Ships, other than passenger ships and tankers, of 50,000 gross tonnage and upwards, not later than 1 July 2004;
- Ships, other than passenger ships and tankers, of 10,000 gross tonnage and upwards but less than 50,000 gross tonnage, not later than 1 July 2005;

- Ships, other than passenger ships and tankers, of 3,000 gross tonnage and upwards but less than 10,000 gross tonnage, not later than 1 July 2006.
- Ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 3,000 gross tonnage, not later than 1 July 2007;
- Ships not engaged on international voyages constructed before 1 July 2002, will have to fit AISs not later than 1 July 2008.

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- Provide information - including the ship's identity, type, position, course, speed, navigational status and other safety-related information - automatically to appropriately equipped shore stations, other ships and aircraft;
- Receive automatically such information from similarly fitted ships; · monitor and track ships;
- Exchange data with shore-based facilities.

*This was the most current information on AIS implementation as this manual went to print. IMO and the United States may also implement additional regulations requiring earlier carriage dates or carriage requirements by additional vessels.

Bridge To Bridge Radio Telephone Act – (33CFR26.03)

A radiotelephone is required by the following vessels, must be capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission for the exchange of navigational information. The radiotelephone must also be capable of transmitting and receiving on VHF FM channel 22A (157.1 MHz).

(1) Every power-driven vessel of 20 meters or over in length while navigating;

(2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(3) Every towing vessel of 26 feet or over in length while navigating;

(4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge.

COLREGS or 72 COLREGS - *International Regulations for Prevention of Collisions at Sea, 1972.*

COTP - *Coast Guard Captain of the Port.*

CFR - *Code of Federal Regulations.*

DWT - *Deadweight tons.*

ETA - *Estimated time of arrival.*

ETD - *Estimated time of departure.*

GPS - *Global Positioning System.*

dGPS - *Differential Global Positioning System.*

IMO - *International Maritime Organization.*

Laden - *means transporting in bulk any quantity of applicable cargo, except for clingage and residue in otherwise empty cargo tanks. [33 CFR 168.05]*

MSO - *Marine Safety Office.*

OPA 90 - *Oil Pollution Act of 1990.*

PWSA - *Ports and Waterways Safety Act of 1972, as amended.*

PWSVTS - *Prince William Sound Vessel Traffic Service.*

PWSVTSA or VTSA - *Prince William Sound Vessel Traffic Service Area or Vessel Traffic Service Area; See 33CFR161.60, page 1-3 or the chartlet on page 3-2 for boundaries.*

Tanker - *a self-propelled tank vessel constructed or adapted primarily to carry oil or hazardous materials in bulk in the cargo spaces.*

Tank Vessel - *a vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue. (Although this definition is the official version from the federal regulations definitions, the term "tank vessel" is used interchangeably throughout the regulations to mean either a self-propelled tank vessel such as an oil tanker, or a non self propelled tank vessel such as an oil barge. In this User's Manual "tanker" refers to a ship, and/or a "tank vessel" when the regulation can apply to either kind of vessel. When confusion exists, users are encouraged to refer to the federal regulation in the brackets after the information.)*

TSS - *Traffic Separation Scheme.*

VERP - *Vessel Escort Response Plan.*

VMRS - *Vessel Movement Reporting System.*

VMRS User - *a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is required to participate in a VMRS within a VTS area. VMRS participation is required for:*

- (1) Every power driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;*
- (2) Towing vessels of 8 meters (approximately 26 feet) or more in length, while navigating; or*
- (3) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.*

VTC - *Vessel Traffic Center.*

VTs - *Vessel Traffic Service.*

VTSA - *VTS Area. See PWSVTSA*

VTS Special Area - *a waterway within the PWSVTSA in which special operating requirements apply. Valdez Narrows is one of two special areas within the PWSVTSA. SEE 33CFR161.13, 33CFR161.60, PAGES 1-10 AND 1-11, AND THE CHARTLET ON PAGE 3-3 FOR BOUNDARIES AND OPERATING REQUIREMENTS. The “Valdez Arm VTS Special Area” is the second PWSVTSA, (SEE 33CFR161.60 PAGE 3-4) AND REFER TO THE CHARTLET ON PAGE 3-4 FOR BOUNDARIES. OPERATING REQUIREMENTS FOR THE “Valdez Arm VTS Special Area” ARE ON PAGES 4-16 THRU 4-17.*

VTS User - *a vessel, or an owner, operator, charterer, master, or a person directing the movement of a vessel, that is:*

- (a) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act; or*
- (b) Required to participate in a VMRS within a VTS area (VMRS User).*

NOTES

SECTION 1

QUICK REFERENCE GUIDE

Quick Reference Guide

This section of the User's manual is for quick reference only. Information provided in this section is not intended to modify the regulations in any respect, and the corresponding regulation, given in brackets after the information, should be referred to for a full description.

• AM I REQUIRED TO PARTICIPATE WITH THE VESSEL TRAFFIC SERVICE?

(VMRS User) - *Full participation* required if you are:

- (a) A power driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;
- (b) A towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating;
- (c) A vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

Full participation requires vessels to make various reports to the VTS (Valdez Traffic).

[33CFR161.2]

NOTE: If you are not listed above, but fall into one of the following categories, you are required to monitor the designated VHF channel as a passive participant and respond if called by VTS:

***Passive participation* required if you are:**

- (a) A power driven vessel of 20 meters or more in length;
- (b) A vessel of 100 gross tons or more carrying 1 or more passengers for hire;
- (c) A dredge or floating plant.

Together, VMRS Users and Vessels which fall into the passive participation category are called **VTS Users**. Each VTS User must maintain a listening watch on the designated VTS channel. Other vessels underway in the VTS area may be required to participate to

the extent the VTS considers necessary. [33CFR161.2, 161.3, 161.12, 26.03 and 26.05]

- **WHAT IS THE "VESSEL MOVEMENT REPORTING SYSTEM"(VMRS)?**

VMRS is a system used to manage and track vessel movements within the VTS area. This is done by vessels providing information under procedures established by 33 CFR 161, or as directed by PWSVTS.

- **WHERE AM I REQUIRED TO PARTICIPATE?**

VTS Users, whether underway or at anchor, are required to participate within a VTS Area. [33CFR161.2 and .3]

- **WHERE IS THE VTS AREA (VTSA)?**

Prince William Sound VTSA's boundaries encompass the same area as the Regulated Navigation Area. The VTSA and Regulated Navigation Area are defined as:

"The navigable waters of the U.S., north of a line drawn from Cape Hinchinbrook Light to Schooner Rock Light, comprising that portion of Prince William Sound between 146-30'W and 147-20'W and includes Valdez Arm, Valdez Narrows, and Port Valdez." (See the VTS area chartlet on page 3-2) [33CFR161.60 and 165.1704]

***NOTE:** Although regulatory jurisdiction is limited to the navigable waters of the U.S., certain vessels will be encouraged or may be required, as a condition of entering port, to report beyond this area to improve traffic management within the VTSA. [33CFR161.2]

- **WHO MUST CARRY THE VTS RULES ONBOARD?**

Each VTS User must carry the VTS rules contained in 33 CFR 161 on board the vessel and maintain them for ready reference. Carrying this User's Manual on board meets that requirement. The VTS rules are also contained in the U.S. Coast Pilot. [33CFR161.4]

- **HOW DO I COMMUNICATE WITH THE VTS?**

PWSVTS's working frequency is Channel 13 VHF-FM (156.65 MHz), which is also the Bridge-To-Bridge navigational frequency. Channel 13 is used because the volume of radio traffic does not warrant use of a separate designated frequency. Our call sign is "**Valdez Traffic**", and after communications are established, this may be shortened to "**Traffic**". [33CFR26.03, 161.12 and 161.18]

- (a) Each VTS User must have radiotelephone equipment on board capable of operation from its navigational bridge (or a dredge's main control station) and maintain a listening watch on the prescribed VTS frequency (Channel 13, 156.65 MHz). [33 CFR161.12, 26.03(b)(f), 26.04, and 161.18]

- (b) Each VTS User must also maintain a watch on Channel 16 (156.8 MHz). **(See Note on page 4-9)** [47CFR80.148(b), 33CFR26.04, 161.12(b), and 161.18(c)]

- (c) A VTS User required to maintain a listening watch must be able to communicate in the English Language. [33 CFR26.07 and 161.12]

- (d) Tankers and tank vessels of 20,000 DWT or more navigating in the VTSA must have at least 2 radio-telephones capable of operating on the VTS frequency, one of which is capable of battery operation. [33CFR165.1704]

***NOTE: A single VHF-FM radio capable of scanning, or with "dual watch" capability, will not meet the requirements of two radios.**

- **WHAT INFORMATION DOES A VMRS USER NEED TO PROVIDE TO "VALDEZ TRAFFIC"?**

To avoid congesting radiotelephone frequencies or imposing an undue reporting burden, reports should be limited to any information that is needed to manage and track vessel movements. This information is consolidated into four reports (Sailing Plan, Position Report, Sailing Plan Deviation, and Final Report). The following reporting requirements apply to VMRS Users:

- (1) Sailing Plan - Unless otherwise stated, at least 15 minutes before navigating in the VTSA, a vessel must report:

- (a) Vessel name and type;
- (b) Position;

- (c) Destination and ETA;
- (d) Intended Route;
- (e) Time and point of entry into VTSA; and
- (f) Dangerous cargo on board or in tow as defined by 33 CFR 160.203 and other required information as set out in 33 CFR 160.211 and 160.213, if applicable.
- (g) Tankers 20,000 DWT or more must report compliance with the Navigation Safety Regulations contained in 33 CFR 164 [33CFR165.1704]
[33CFR161.19 or see page 4-12]

***NOTE: Tankers or other vessels that check-in with PWSVTS prior to entering the VTSA at Cape Hinchinbrook are encouraged to call 3 hours prior to arrival at Cape Hinchinbrook. Pre-arrival check-in by vessels will provide for an opportunity to exchange weather reports, information on ice conditions, anchorage information, and to coordinate traffic management at Cape Hinchinbrook and elsewhere in the VTSA.**

Example Report:

"Valdez Traffic this is the tanker Polar Alaska, bound for Alyeska Marine Terminal. We are in position 59 degrees, 55 minutes north, 146 degrees, 20 minutes west. ETA to Cape Hinchinbrook is 0200. ETA to Bligh Reef Pilot Station is 0500. The vessel has no impairments. The master has pilotage. We will be using the traffic lanes. We have a copy of the VTS Manual on board and the vessel is in compliance with 33 CFR 164."

(2) Position Report - A vessel must report its name and position:

- (a) Upon point of entry into a VTS Area;
- (b) At designated reporting points as set forth in 33 CFR 161.60;
- (c) When directed by PWSVTS.
[33CFR161.20 or see page 4-13]

***NOTE: Notice of temporary reporting points, if established, may be published via general broadcast, Local Notice to Mariners, or the VTS User's Manual.**

Example Report:

"Valdez Traffic, this is the tug Nanuq. We are inbound abeam Naked Island."

"Valdez Traffic, this is the Polar Alaska, inbound abeam Cape Hinchinbrook."

(3) Sailing Plan Deviation Report - A vessel must report:

(a) When its ETA to a destination varies significantly* from a previously reported ETA;

(b) Any intention to deviate from a VTS issued measure or vessel traffic routing system; or

(c) Any significant deviation from previously reported information.

[33CFR161.21 or see page 4-13]

***NOTE: PWSVTS requests a call if your reported ETA changes by 15 minutes or more.**

Example reports:

"Valdez Traffic, this is the tanker Polar Alaska. Our ETA to Bligh Reef Pilot Station has changed to 0440."

"Valdez Traffic, this is the tanker Polar Alaska. Our destination has changed and are now bound for Knowles Head Anchorage to await availability of Berth 5."

"Valdez Traffic, this is the outbound Alaska State Ferry Bartlett. We'd like permission to cross the traffic lanes at Bligh Reef and proceed east of the traffic lanes."

(4) Final Report - A vessel must report its name and position:

(a) On arrival at destination; or

(b) When leaving the VTS Area.

[33CFR161.22 or see page 4-13]

***NOTE: PWSVTS may also direct a vessel to provide any of the information set forth in the IMO Standard Ship Reporting System - 33 CFR 161.18, on page 2-4 of this manual. [33CFR161.15 through 23]**

• WHAT ARE THE DESIGNATED REPORTING POINTS?

Reporting points for northbound vessels are:

- 1A - Cape Hinchinbrook
- 2A - Naked Island
- 3A - Bligh Reef (pilot embarkation point)
- 4A - Rocky Point
- 5 - Entrance Island;

Reporting points for southbound vessels are:

- 5 - Entrance Island
- 4B - Rocky Point
- 3B - Bligh Reef (pilot debarkation point)
- 2B - Naked Island
- 1B - Schooner Rock

***NOTE 1: For exact positions of the above locations, see 33 CFR 161.60(d) (when amended to include changes to PWS TSS which took effect 01 June 2001) or pages 4-17 through 4-18 and the chartlet on page 3-5 of this manual.**

***NOTE 2: Vessels not equipped with AIS are requested to make positional calls when passing those points listed above**

- **WHICH VESSELS DO NOT HAVE TO PROVIDE POSITION REPORTS AND FINAL REPORTS?**

(1) Unless otherwise directed by VTS, the following vessels are exempt due to the nature of their operations:

- (a) Vessels on a published schedule and route;
- (b) Vessels operating within an area of a radius of three nautical miles or less; or
- (c) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.

(2) Those exempted vessels listed above must;

- (a) Provide a Sailing Plan at least 5 minutes but no more than 15 minutes before navigating within the VTS Area; and
- (b) If departing from its schedule by more than 15 minutes, or changing its limited operating area, make Position and Final Reports in addition to Sailing Plan and Sailing Plan Deviation Reports and any other reports directed by the VTS.

(3) Vessels equipped with operating Automated Identification System (AIS) are not required to make voice radio position reports

at designated reporting points as required by 33 CFR 161.20(b) and 161.22, unless otherwise directed by the PWSVTS.
[33CFR161.23 and 165.1704]

(4) Whenever AIS becomes non-operational as described in 33 CFR 164.43(b) and (c), a vessel must:

- Make required voice radio position reports at designated reporting points; and
- Make other voice radio reports as directed.

[33CFR161.23 or see page 4-13]

- **WHAT OTHER TYPE OF INFORMATION MUST A VESSEL PROVIDE TO " VALDEZ TRAFFIC"?**

PWSVTS may request other information from vessels from time to time, including, but not limited to:

- Ice Conditions;
- Weather reports;
- Traffic Conditions

***NOTE: Positions and extent of ice should be given in geographic terms.**

As soon as possible, a **VTs User** shall notify the VTS of any of the following:

- A marine casualty defined in 46CFR 4.05-1;
- Involvement in the ramming of a fixed or floating object;
- A pollution incident as defined in 33 CFR 151.15
- A defect or discrepancy in an aid to navigation;
- A hazardous condition that may adversely affect the safety of a vessel, bridge, structure, shore area, or the environment of any navigable waters of the United States as defined in 33 CFR 160.203;
- Improper operation of Vessel equipment required by 33 CFR 164;
- A situation or incident involving hazardous materials as defined in 49 CFR 176.48;
- A hazardous vessel operating condition as defined in 33 CFR 161.2.

[33CFR161.12(c)]

- **WHICH VESSELS ARE REQUIRED TO HAVE AIS ON BOARD?**

A tanker or tank vessel of 20,000 DWT or more that intends to navigate within the Prince William Sound regulated navigation area (VTS Area) must have an operating Automated Identification System (AIS) system installed. [33CFR165.1704(c)(6)]

- **WHAT IF A REQUIRED VESSEL'S AIS IS INOPERATIVE?**

(1) Whenever an AIS becomes non-operational before entering or while underway in the VTS area, a vessel must:

- Notify the VTC;
- Make required voice radio position reports at designated reporting points;
- Make other voice radio reports as directed; and
- Restore the AIS to operating condition as soon as possible.

[33CFR161.23(c), 164.43, and 165.1704(c)(6)]

(2) If AIS equipment on a vessel described above becomes non-operational before getting underway in the VTS area, and repairs have not been made, permission to get underway must be obtained from Prince William Sound COTP. [33CFR165.1704(c)(6)]

(3) Whenever a vessel's AIS becomes non-operational due to a loss of position correction information (i.e. the Coast Guard's dGPS system cannot provide error correction messages) that vessel must make reports as described above. [33CFR165.1704(c)(6)(iv)]

- **WHAT SERVICES WILL BE PROVIDED BY "VALDEZ TRAFFIC"?**

PWSVTS may issue advisories, or provide information upon request on reported conditions within the VTS area, such as:

- Hazardous conditions or circumstances;
- Vessel congestion;
- Environmental conditions;
- Aids to navigation status;
- Anticipated vessel encounters, including vessel name,

type, position, hazardous vessel operating conditions if applicable, and its intended navigation movements, as reported;

- Temporary measures in effect (i.e. port closure info);
- A description of local harbor operations and conditions, such as ferry routes, dredging, etc.;
- Anchorage availability, berth/pilot station information; or
- Other information or special circumstances.

[33CFR161.10]

• **WHERE ARE THE VTS SPECIAL AREAS?**

Within the VTSA are VTS Special Areas, where special operating requirements apply. The two VTS Special Areas, are the “Valdez Narrows VTS Special Area” and the “Valdez Arm VTS Special Area.”

The Valdez Narrows VTS Special Area is described as the waters northeast of a line bearing 307° True from Tongue Point at 61°02'06"N, 146°40'00"W; and southwest of a line bearing 307° True from Entrance Island Light at 61°05'06"N, 146°36'42"W.

[33CFR161.60 and 165.1704] [Also see chartlet on page 3-3 of this manual.](#) [33CFR161.2]

The “Valdez Arm VTS Special Area” consists of an area south of a 307° true line from Tongue Point (61°02.10'N, 146°40.00'W), to the Northern Boundary of the “Bligh Reef Precautionary Area” (1.5 mile radius centered upon geographical position 60°49.63'N, 147°01.33'W). [Also see chartlet on page 3-4 of this manual.](#)

[33CFR161.60]

• **WHAT OPERATING REQUIREMENTS APPLY IN A VTS SPECIAL AREA?**

(a) A **VTS User** shall, if towing astern, do so with as short a hawser as safety and good seamanship permit;

(b) A **VMRS User** shall:

- (1) Not enter or get underway in the Area without prior approval of the VTS;
- (2) Not enter a VTS Special Area if a hazardous vessel

operating condition or circumstance exists;
(3) Not meet, cross, or overtake any other **VMRS User** in the Area without prior approval of the VTS; and
(4) Before meeting, crossing or overtaking any other **VMRS User** in the Area, make safe passing arrangements on Channel 13. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules.
[33CFR161.13]

- **WHAT ADDITIONAL OPERATING REQUIREMENTS APPLY IN THE VALDEZ NARROWS VTS SPECIAL AREA?**

- (1) At all times, no **VMRS User** shall proceed north of 61°00'N without prior approval of PWSVTS.
- (2) Whenever a tank barge or tanker over 20,000 DWT is navigating in the Valdez Narrows VTS Special Area:
 - A northbound vessel shall remain south of 61°00'N until the VTS has granted permission to proceed;
 - A southbound vessel shall remain in Port Valdez east of 146°35'W and north of 61°06'N until the VTS has granted permission to proceed;
 - If unladen, that tank vessel shall limit speed to 12 knots [33CFR165.1704(c)(5) and (6)];
 - If laden, that tank vessel shall limit speed to 6 knots between Middle Rock and Potato Point, and 12 knots elsewhere in the Special Area. [33CFR165.1704(c)(5) and (6)]
 - This does not apply to:
 - A vessel less than 1600 Gross Tons;
 - A towing vessel less than 8 meters; or
 - A vessel performing duties as a vessel escort as described in 33 CFR 168.

[33CFR161.604]

- **WHAT ADDITIONAL OPERATING REQUIREMENTS APPLY IN THE VALDEZ ARM VTS SPECIAL AREA?**

- (1) At all times, no VMRS User shall enter the Valdez Arm VTS Special Area TSS, during periods of “Ice Routing Measures” when another VMRS User is transiting the Valdez Arm Special Area.
- (2) During periods of closure due to excessive ice inside the Valdez Arm VTS Special Area, no tank vessel shall transit the special area, until the Valdez Arm is reopened by Valdez VTS.
- (3) With permission from PWSVTS, users may deviate from the lanes as necessary to avoid ice (this permission is automatically granted when “Ice Routing Measures” are in place). Users are to remain inside the boundaries of the TSS; however, should it become necessary to leave the TSS, PWSVTS must be notified

***NOTE: The Prince William Sound Vessel Escort Response Plan (VERP) contains additional tanker speed limits agreed upon by local agencies. See the current VERP Manual for these speed restrictions.**

• **WHERE ARE THE 'SAFETY ZONES' IN PRINCE WILLIAM SOUND?**

- (1) The Port Valdez Safety Zone is the area within 200 yards of any waterfront facility at the Trans-Alaska Pipeline Valdez Terminal complex (Alyeska) or vessels moored or anchored at Alyeska and the area within 200 yards of any tank vessel maneuvering to approach, moor, unmoor or depart Alyeska.[33 CFR165.1701]
- (2) The Ammunition Island Safety Zone is the area within 1330 yards of Ammunition Island, L 61°07.28"N, λ 146°18'29"W, and the vessel moored or anchored at Ammunition Island and loading or offloading military explosives. [33CFR165.1703]
- (3) A Moving Safety Zone will be established 200 yards around an explosive carrying vessel navigating the Vessel Traffic System from abeam of Naked Island, to Ammunition Island. (The general regulations for Safety Zones (33 CFR 165.23) do not apply to section 3 except when the vessel is moored to Ammunition Island.) [33CFR165.1703]

- **WHAT RULES APPLY IN A SAFETY ZONE?**

(a) A Safety Zone is a water area and/or shore area to which access is limited for safety or environmental purposes. It may be stationary or may be a zone around a vessel in motion. [33 CFR165.20]

(b) No person, vehicle, vessel or object may enter or remain in a Safety Zone unless authorized by the Captain of the Port or the District Commander. [33CFR165.23]

(c) Each person in a Safety Zone who has notice of a lawful order or direction shall obey the order or direction of the COTP or District Commander, issued to carry out the purposes of 33 CFR 165 Subpart A, Regulated Navigation Areas and Limited Access Areas. [33CFR165.23]

- **WHERE ARE THE “SECURITY ZONES” IN PRINCE WILLIAM SOUND?**

For information concerning the location of security zones located in PWS, contact Marine Safety Office Valdez as indicated on page vi.

- **WHAT RULES APPLY IN A SECURITY ZONE?**

(a) A security zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States.

(b) The purpose of a security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature:

- (1) Vessels,
- (2) Harbors,
- (3) Ports, and
- (4) Waterfront facilities:

in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States. [33CFR165.30]

Unless otherwise provided in the special regulations in Subpart F of this part:

- (a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port;
- (b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port;
- (c) The Captain of the Port may take possession and control of any vessel in the security zone;
- (d) The Captain of the Port may remove any person, vessel, article, or thing from a security zone;
- (e) No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port; and
- (f) No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port.

[33CFR165.33]

- **DOES VTS HAVE THE AUTHORITY TO DIRECT VESSEL MOVEMENT?**

PWSVTS may issue directions or measures to enhance navigation or vessel safety, or to protect the marine environment. Example:

- (a) Designating temporary reporting points and procedures;
- (b) Imposing vessel operating requirements;
- (c) Establishing vessel traffic routing schemes; or
- (d) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, Valdez traffic may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within the PWSVTS Area. [33CFR161.11]

***NOTE: The owner, operator, charterer, master, or person directing the movement of a vessel is responsible at all times for the operation and safe navigation of his vessel under all circumstances. Compliance with VTS rules or with direction of the VTS is contingent upon the exigencies of safe navigation. [33CFR161.1(c)]**

- **WHEN MAY A VESSEL DEVIATE FROM VTS MEASURES OR DIRECTIONS?**

Subject to the demands of safe navigation, a **VTS User** shall comply with all measures established or directions issued by a VTS. If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by PWSVTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as practicable. [33CFR161.12]

- **WHAT ARE THE RULES FOR ANCHORING AT KNOWLES HEAD ANCHORAGE?**

Knowles Head Anchorage area is for the temporary use of vessels during:

- Adverse weather or tidal conditions;
- Vessel equipment failure; or
- Delays at Port Valdez.

No vessel may anchor in this anchorage without notifying Valdez Traffic and each anchored vessel shall notify Valdez traffic when it weighs anchor. [33CFR110.233]

***NOTE: Upon anchoring at Knowles Head Anchorage, VTS will request the vessel's true bearing and range from Red Head. This information will be passed to other vessels bound for the anchorage, and local agencies that require it. For Federal Anchorage Regulations, see 33CFR 110.**

SECTION 2

IMO RULE 10

IMO STANDARD SHIP REPORTING SYSTEM TABLE

IMO RULE 10 (INTERNATIONAL)

TRAFFIC SEPARATION SCHEMES

- (a) This rule applies to traffic separation schemes adopted by the organization and does not relieve any vessel of its obligation under any other rule.
- (b) A vessel using a traffic separation scheme shall:
 - i. Proceed in the appropriate traffic lane in the general direction of traffic flow for that lane.
 - ii. So far as practical keep clear of a traffic separation line or separation zone.
 - iii. Normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- (c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obligated to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- (d)
 - i. A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
 - ii. Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when enroute to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.
- (e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
 - i. in cases of emergency to avoid immediate danger.
 - ii. to engage in fishing within a separation zone.

- (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as practicable.
- (i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power driven vessel following a traffic lane.
- (k) A vessel restricted in her ability to maneuver when engaged in an operation for maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.
- (l) A vessel restricted in her ability to maneuver when engaged in an operation for laying, servicing or picking up submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

Table 161.18(a)
The IMO Standard Ship Reporting System

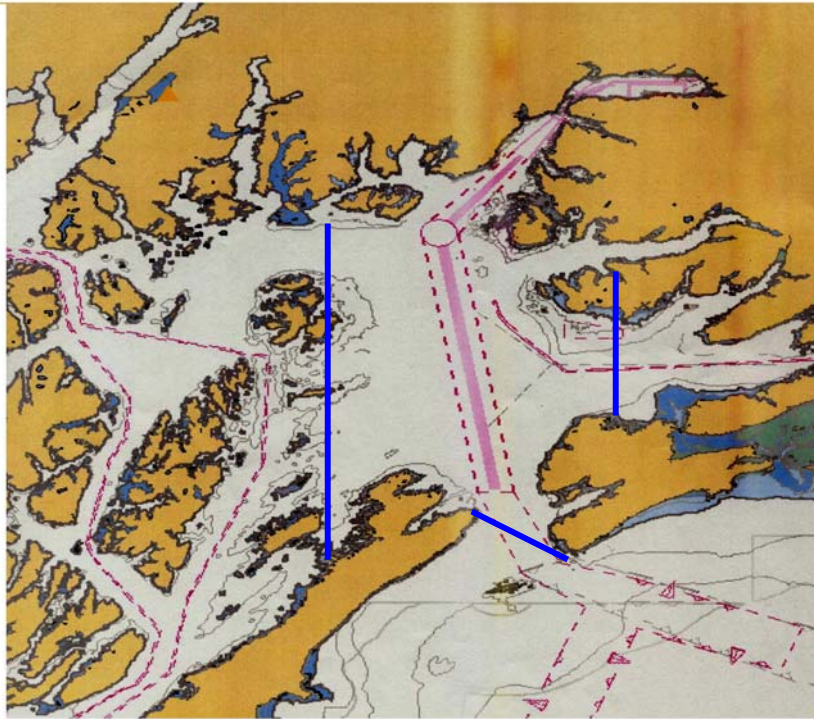
A ALPHA	Ship	Name, call sign or ship station, identity, and flag.
B BRAVO	Date and time of event	A 6 digit group giving day month (first two digits) and minutes (last four digits). If other than UTC, state time zone used.
C CHARLIE	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west).
D DELTA	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified land mark (state landmark).
E ECHO	True Course	A 3 digit group.
F FOXTROT	Speed in knots and tenths of knots	A 3 digit group.
G GOLF	Port of departure	Name of last port of call.
H HOTEL	Date, time and point of entry	Entry time expressed as in (B) and into the entry position expressed in (C) or (D).
I INDIA	Destination and expected time of arrival	Name of port and date time group as in (B).
J JULIET	Pilot	State whether a deep sea or local pilot is on board.
K KILO	Date, time and point of exit from system	Exit time expressed as in (B) and exit position as expressed in (C) or (D).
L LIMA	Route information	Intended track.
M MIKE	Radio	State in full names of communications stations/frequencies guarded.
N NOVEMBER	Time of next report	Date time group expressed as in (B).
O OSCAR	Maximum present static draught in meters	4 digit group giving meters and centimeters.
P PAPA	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.
Q QUEBEC	Defects, damage, deficiencies or limitations	Brief detail of defects, damage, deficiencies or other limitations.

R ROMEO	Description of pollution or dangerous goods lost	Brief details of type of pollution (oil, chemicals, etc.) or dangerous goods lost overboard. Position expressed as in (C) or (D).
S SIERRA	Weather conditions	Brief details of weather and sea conditions prevailing.
T TANGO	Ship's representative and/or owner	Details of name and particulars of ship's and/or owner representative for provision of information.
U UNIFORM	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required.
V VICTOR	Medical personnel	Doctor, physician's assistant, nurse, or medic.
W WHISKEY	Total number of persons on board	State number.
X XRAY	Miscellaneous	Any other information as appropriate, [i.e. a detailed description of a planned operation, which may include: its duration, effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation; configuration, length of the tow, available horse power, etc.; doe a dredge or floating plant; configuration of pipeline, mooring configuration, number of assist vessels etc.]

SECTION 3

REFERENCE CHARTLETS

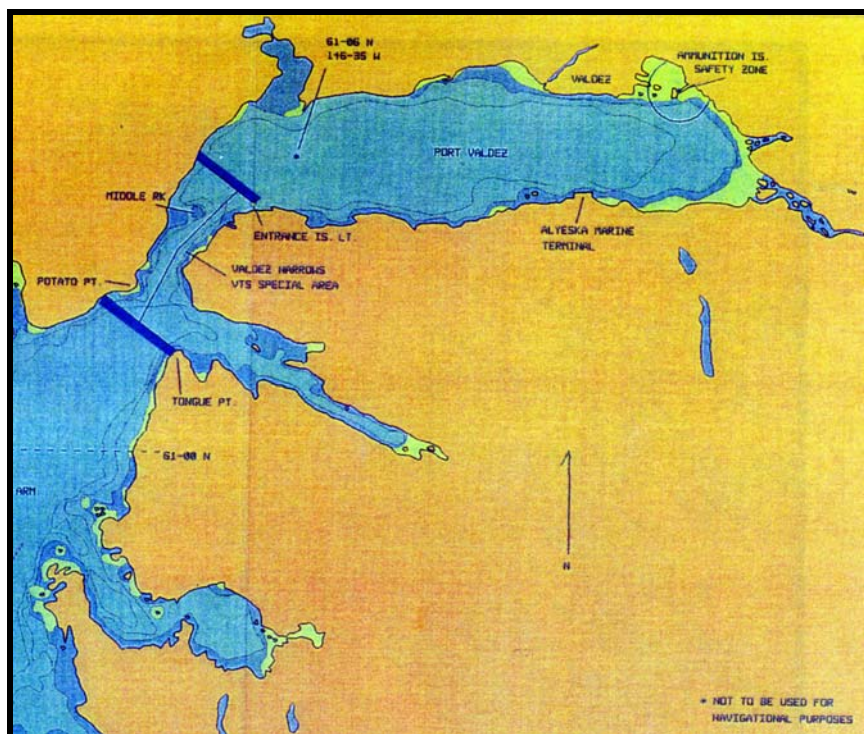
- **VTS AREA/REGULATED NAVIGATION AREA**
- **VTS SPECIAL AREAS**
- **REPORTING POINTS**



PRINCE WILLIAM SOUND VTS AREA

The Prince William Sound VTS Area (PWSVTSA) boundaries encompass the same area as the Regulated Navigation Area. The VTSA and the Regulated Navigation Area are defined as:

"The navigable waters of the U.S., north of a line drawn from Cape Hinchinbrook Light to Schooner Rock light, comprising that portion of Prince William Sound between 146°30'W and 147°20'W and includes Valdez Arm, Valdez Narrows, and Port Valdez."
[33CFR161.2 and 165.1704]

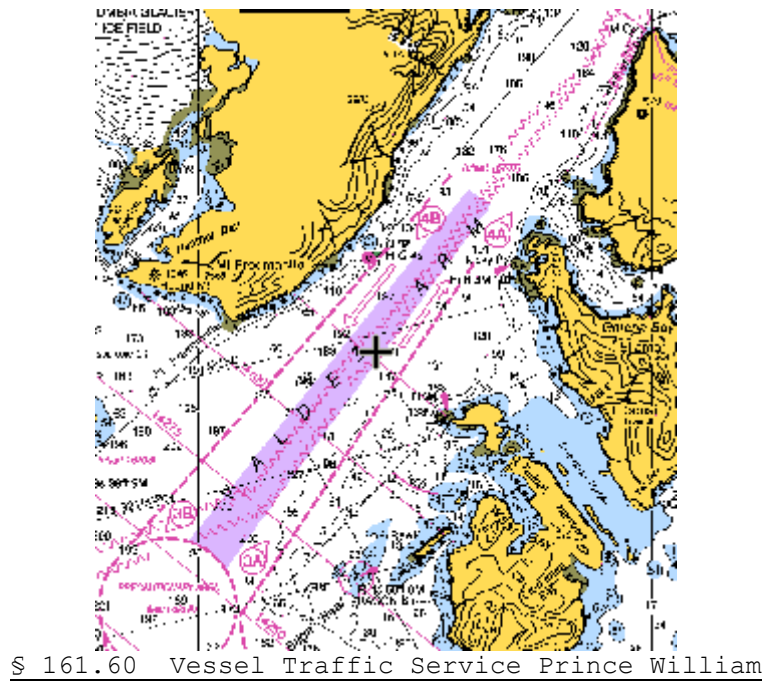


VTS PRINCE WILLIAM SOUND VTS SPECIAL AREA

Special operating requirements apply in a VTS Special Area and there are two in Prince William Sound, the Valdez Narrows VTS Special Area and the Valdez Arm VTS Special Area.

The Valdez Narrows VTS Special Area is described as the waters northeast of a line bearing 307° True from Tongue Point at 61°02'06"N, 146°40'00"W; and southwest of a line bearing 307° True from Entrance Island Light at 61°05'06"N, 146°36'42"W.
[33CFR161.60 and 165.1704]

For further Special Area regulations see 33 CFR 161.13 and 161.60.

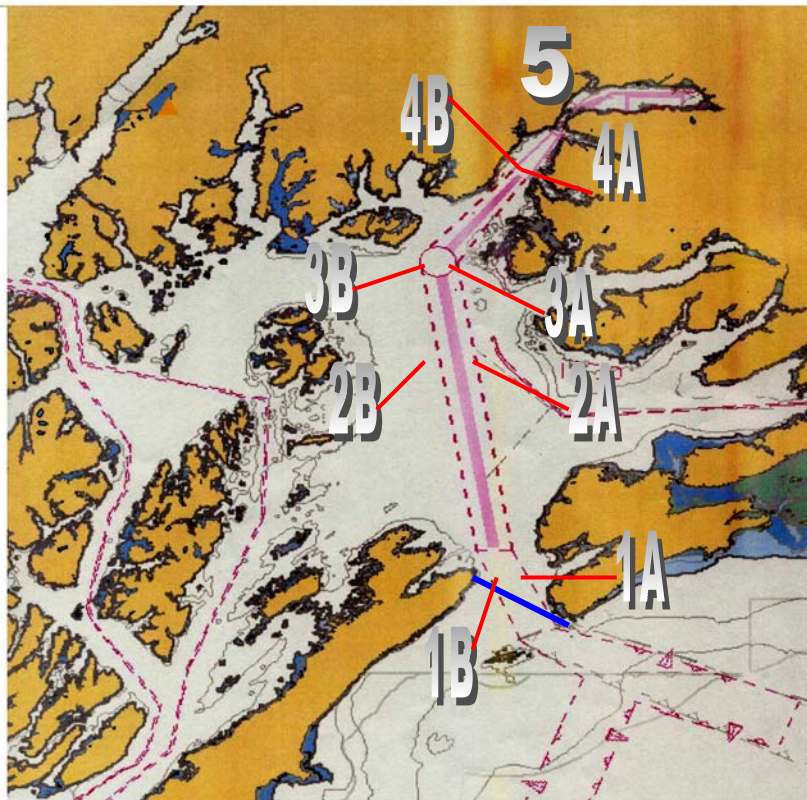


Sound.

The Valdez Arm VTS Special Area consists of those waters of the Valdez Arm Traffic Separation Scheme as defined in 33 CFR part 167 and those waters northeast of a line drawn from shoreline to shoreline through the points 60°58.04'N, 146°46.52'W and 60°58.93'N, 146°48.86'W; and southeast of a line bearing 307° True from Tongue Point at 61°02.10'N, 146°40.00'W.

(The “Valdez Arm VTS Special Area” consists of an area south of a 307° true line from Tongue Point (61°02.10'N, 146°40.00'W), to the Northern Boundary of the “Bligh Reef Precautionary Area” (1.5 mile radius centered upon geographical position 60°49.63'N, 147°01.33'W).)

For information concerning the Valdez Arm Traffic Separation Scheme as defined in 33 CFR part 167, see page 4-16



VTS PRINCE WILLIAM SOUND REPORTING POINTS

1A - Cape Hinchinbrook	(Northbound only)	60°16'18"N, 146°45'30"W.
1B - Schooner Rock	(Southbound only)	60°18'42"N, 146°51'36"W.
2A - Naked Island	(Northbound only)	60°40'00"N, 146°56'00"W.
2B - Naked Island	(Southbound only)	60°40'00"N, 147°00'00"W.
3A - Bligh Reef	(Northbound only)	60°50'36"N, 146°57'30"W.
3B - Bligh Reef	(Southbound only)	60°51'00"N, 147°01'24"W.
4A - Rocky Point	(Northbound only)	60°57'48"N, 146°47'30"W.
4B - Rocky Point	(Southbound only)	60°57'48"N, 146°50'00"W.
5 - Entrance Island		60°05'24"N, 146°37'30"W.

For further information on reporting points see 33CFR 161.60, 161.23 and 165.1704.

SECTION 4

FEDERAL REGULATIONS

- **33 CFR 161 - VESSEL TRAFFIC MANAGEMENT**

SUBPART A

Vessel Traffic Services

General Rules

Services

VTS Measures

Operating Requirements

SUBPART B

Vessel Movement Reporting System (VMRS)

Reporting Requirements

Reporting Exemptions

SUBPART C

Vessel Traffic Service Area, Vessel Traffic Service Special Areas, and Reporting Points

Vessel Traffic Service Prince William Sound

PART 161 - VESSEL TRAFFIC MANAGEMENT

Subpart A - Vessel Traffic Services

General Rules

- 161.1 Purpose and intent
- 161.2 Definitions
- 161.3 Applicability
- 161.4 Requirement to carry the Rules
- 161.5 Deviations from the rules

Services, VTS Measures, and Operating Requirements

- 161.10 Services
- 161.11 VTS Measures
- 161.12 Vessel operating requirements
- 161.13 VTS Special Area operating requirements

Subpart B - Vessel Movement Reporting System (VMRS)

- 161.15 Purpose and intent
- 161.16 Applicability
- 161.17 Definitions
- 161.18 Reporting requirements
- 161.19 Sailing Plan (SP)
- 161.20 Position Report (PR)
- 161.21 Sailing Plan Deviation Report (DR)
- 161.22 Final Report (FR)
- 161.23 Reporting Exemptions

Subpart C - Vessel Traffic Service Areas, Vessel Traffic Service Special Areas, and Reporting Points

- 161.60 Vessel Traffic Service Prince William Sound

Authority: 33 USC 1231; 33 USC 1223; 49 CFR 1.46

Source: CGD 90-020, 59 FR 36324, July 15, 1994, unless otherwise indicated.

Subpart A - Vessel Traffic Services

General Rules

161.1 Purpose and Intent

(a) The purpose of this part is to promulgate regulations implementing and enforcing certain sections of the Ports and Waterways Safety Act (PWSA) setting up a national system of Vessel Traffic Services that will enhance navigation, vessel safety, and marine environmental protection, and promote safe vessel movement by reducing the potential for collisions, rammings, and groundings, and loss of lives and property associated with these incidents within the VTS areas established hereunder.

(b) Vessel Traffic Services provide the mariner with information related to the safe navigation of a waterway. This information, coupled with the mariner's compliance with the provisions set forth in this part, enhances the safe routing of vessels through congested waterways. This information, coupled with the mariner's compliance with the provisions set forth in this part enhances the safe routing of vessels through congested waterways or waterways of particular hazard. Under no certain circumstances, a VTS may issue directions to control the movement of vessels in order to minimize the risk of collision between vessels, of damage to property or the environment.

(c) The owner, operator, charterer, master or person directing the movement of a vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances. Compliance with these rules or with a direction of the VTS is at all times contingent upon the exigencies of safe navigation.

(d) Nothing in this part is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any neglect to comply with this part or any other applicable law or regulation

(e.g., the International Regulations for Prevention of Collisions at Sea, 1992 (72 COLREGS) or the Inland Navigation Rules) or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

161.2 Definitions

For this purposes of this part:

Hazardous Vessel Operation Condition means any condition related to a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:

(1) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, automated dependent surveillance equipment, navigational lighting, sound signaling devices, or similar equipment.

(2) Any condition on board the vessel likely to impair navigation such as a lack of current nautical charts and publications, personnel shortage, or similar condition.

(3) Vessel characteristics that affect or restrict maneuverability, such as cargo arrangement, trim, loaded condition, underkeel clearance, speed, or similar characteristics.

Precautionary Area means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic may be recommended.

Towing Vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

Vessel Movement Reporting System (VMRS) is a system used to manage and track vessel movements within a VTS area.

This is accomplished by a vessel providing information under established procedures as set forth in this part, or as directed by the VTS.

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is required to participate in a VMRS within a VTS area. VMRS participation is required for:

- (1) Every power driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating.
- (2) Every towing vessel of 8 meters (approximately 26 feet) or more in length while navigating,
- (3) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

Vessel Traffic Center (VTC) means the shore based facility that operates the vessel traffic service for the Vessel Traffic Service Area or sector within such an area.

Vessel Traffic Services (VTS) means a service implemented by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

Vessel Traffic Service Area or *VTS Area* means the geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

Note: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

VTS Special Area means a waterway within the VTS in which special operating requirements apply.

VTIS User means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is:

(1) Subject to the Vessel Bridge to Bridge Radiotelephone Act; or

(2) Required to participate in a VMRS within a VTS area (VMRS User).

VTIS User's Manual means the manual established and distributed by the VTS to provide the mariner with a description of the services offered and rules in force for that VTS. Additionally, the manual may include chartlets showing the area and sector boundaries, general navigational information about the area, and procedures, radio frequencies, reporting provisions and other information which may assist the mariner while in the VTS area.

161.3 Applicability

The provisions of this subpart shall apply to each VTS User and may also apply to any vessel while underway or at anchor on the navigable waters of the United States within a VTS Area, to the extent the VTS considers necessary.

161.4 Requirement to carry the rules

Each VTS User shall carry on board and maintain for ready reference a copy of these rules.

Note: these rules are contained in the U.S. Coast Pilot, the VTS Users Manual which may be obtained by contacting the appropriate VTS, and periodically published in the Local Notice to Mariners. The VTS User's manual and the World VTS Guide, an International Maritime Organization (IMO) recognized publication, contain additional information which may assist the prudent mariner while in the appropriate VTS area.

161.5 Deviations from the rules

(a) Requests to deviate from any provision in this part,

either for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to the appropriate District Commander. Upon receipt of the written request, the District Commander may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for an authorized deviation must state the need and fully describe the proposed alternative to the required measure.

(b) Request to deviate from any provision in this part due to circumstances that develop during a transit or immediately preceding a transit, maybe made verbally to the appropriate VTS Commanding Officer. Request to deviate shall be made as far in advance as practicable. Upon receipt of the request, the VTS Commanding Officer may authorize a deviation if it is determined that, based on vessel handling characteristic, traffic density, radar contacts, environmental condition, and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver consider necessary for safe navigation under these circumstances.

Services, VTS measures, and Operating Requirements

161.10 Services

To enhance navigation and vessel safety and to protect the marine environment, a VTS may issue advisories or respond to vessel requests for information on reported conditions within the VTS area, such as:

- (a) Hazardous conditions or circumstances;
- (b) Vessel congestion;
- (c) Traffic density;
- (d) Environmental conditions;
- (e) Aids to navigation status;
- (f) Anticipated vessel encounters;
- (g) Another vessels name, type, position, hazardous vessel operating condition, if applicable, and intended

- navigation movements, as reported;
- (h) Temporary measures in effect;
- (i) A description of local harbor operations and condition, such as ferry routes, dredging, and so forth;
- (j) Anchorage availability; or
- (k) Other information or special circumstances.

161.11 VTS Measure

(a) A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment, such as but not limited:

- (1) Designating temporary reporting points and procedures;
- (2) Imposing vessel operating requirements; or
- (3) Establishing vessel traffic routing schemes.

(b) During condition of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying time of entry, movement, or departure, from, or within a VTS area.

161.12 Vessel Operating requirements

(a) Subject to the exigencies of safe navigation, a VTS User shall comply with all measures established or directions issued by a VTS.

(1) If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property of the environment. The deviation shall be reported to the VTS as soon as practicable.

(b) When not exchanging communications, a VTS user must maintain a listening watch as required by 26.04(e) of this chapter on the VTS frequency designated in table 16.12(b) (VTS calls signs, designated frequencies and monitoring areas). In addition, the VTS User must responded promptly when hailed and communicate in the English language.

Note: As stated in 47CFR80.148(b), a VHF watch on channel 16 (156.800MHz) is not required on vessels subject to the vessel bridge to bridge radio act and participating in a Vessel Traffic Services (VTS) system when the watch is maintained on both the vessel bridge to bridge frequency and a designated VTS frequency.

Prince William Sound Note: 47CFR80.148(b) gives an exception to the requirement to monitor channel 16 when a radio watch is maintained on both the bridge to bridge radio telephone frequency and a separately assigned VTS frequency. The intention of 47CFR80.148(b) is that a vessel participating with PWSVTS monitor two frequencies. Therefore, vessels participating with PWSVTS must monitor the VTS designated frequency/bridge to bridge radio telephone frequency and channel 16.

Table 161.12(b) - Vessel Traffic Service (VTS) Call Signs, Designated Frequencies, and Monitoring Areas		
<i>Vessel Traffic Service Call Sign</i>	<i>Designated Frequency* (channel designation)</i>	<i>Monitoring Area</i>
Prince William Sound: Valdez Traffic	156.650 MHz ** (channel 13)	The navigable waters south of 61°05'N, east of 147°20'W, north of 60°00'N, and west of 146°30'W; and, all navigable waters in Port Valdez.
Notes:		
* In the event of a communication failure either by the vessel traffic center or the vessel or radio congestion on a designated VTS frequency, communications may be established on an alternate VTS frequency. The bridge to bridge navigational frequency, 156.650 MHz (Channel 13), is monitored in each VTS area; and it may be used as an alternate frequency, however, only to the extent that doing so provides a level of safety beyond provided by other means.		
** The bridge to bridge navigational frequency, 156.650 MHz (Channel 13), is used in these VTSs because the level of radio telephone transmissions does not warrant a designated VTS frequency. The listening watch required by 26.05 of this chapter is not limited to the monitoring area.		

(c) As soon as it is practicable, a VTS User shall notify the VTS of any of the following:

- (1) A marine casualty as defined in 46 CFR 4.05-1;
- (2) Involvement in the ramming of a fixed or floating object;
- (3) A pollution incident as defined in 151.15 of this chapter;
- (4) A defect or discrepancy in an aid to navigation;
- (5) A hazardous condition as defined in 160.203 of this chapter;
- (6) Improper operation of vessel equipment required by Part 164 of this chapter;
- (7) A situation involving hazardous materials for which a report is required by 49 CFR 176.48; and
- (8) A hazardous vessel operating condition as defined in 161.2.

161.13 VTS Special Area Operating Requirements

The following operating requirements apply within a VTS Special Area:

(a) A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permit.

(b) A VMRS User shall:

- (1) Not enter or get underway in the area without prior approval of the VTS;
- (2) Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists;
- (3) Not meet, cross, or overtake any other VMRS User in the area without prior approval of the VTS; and
- (4) Before meeting, crossing, or overtaking any other VMRS User in the area, communicate on the designated vessel bridge to bridge radiotelephone frequency, intended navigation movements, and any other information necessary in order to make safe passing arrangements. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of

Collisions at Sea, (72 COLREGS) or the Inland Navigation Rules.

Subpart B - Vessel Movement Reporting System

161.15 purpose and intent

(a) A Vessel Movement Reporting System (VMRS) is a system used to manage and track vessel movements within a VTS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the VTS.

(b) To avoid imposing an undue reporting burden or unduly congesting radiotelephone frequencies, reports shall be limited to information which is essential to achieve the objectives of the VMRS. These reports are consolidated into four reports (sailing plan, position, sailing plan deviation and final).

161.16 Applicability

The provisions of this subpart shall apply to the following VMRS Users:

(a) Every power driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating.

(b) Every towing vessel of 8 meters (approximately 26 feet) or more in length while navigating,

(c) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

161.17 Definitions

As used in this subpart: Published means available in a widely distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

161.18 Reporting requirements

(a) A VTS may:

(1) Direct a vessel to provide and of the information

set forth in Table 161.18(a) (IMO Standard Ship Reporting System; **See Table 161.18(a) The IMO Standard Ship Reporting System** in section 2 of this manual.

(2) Establish other means of reporting for those vessels unable to report on the designated frequency; or

(3) Require reports from a vessel in sufficient time to allow advance vessel traffic planning.

(b) All reports required by this part shall be made as soon as is practicable on the frequency designated in Table 161.12(b) (VTS Call Signs, Designated Frequencies, and Monitoring Areas).

(c) When not exchanging communications, a VMRS User must maintain a listing watch as described in 26.04(e) of this chapter on the frequency designated in Table 161.12(b) (VTS Call Signs, Designated Frequencies, and Monitoring Areas). In addition, the VMRS User must respond promptly when hailed and communicate in the English language. Note: As stated in 47 CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge to Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge to bridge frequency and a designated VTS frequency.

(d) When reports required by this part include time information, such information shall be given using the local time zone in effect and the 24 hour military clock system.

161.19 Sailing Plan (SP)

Unless otherwise stated, at least 15 minutes before navigating a VTS area, a vessel must report the:

- (a) Vessel name and type;
- (b) Position;
- (c) Destination and ETA;
- (d) Intended route;
- (e) Time and point of entry; and

(f) Dangerous cargo on board or in its tow, as defined in 160.203 of this chapter, and other required information as set out in 160.211 and 160.213 of this chapter, if applicable.

161.20 Position Report (PR)

A vessel must report its name and position:

- (a) Upon point of entry into a VTS area;
- (b) At designated reporting points; or
- (c) When directed by the VTC.

Note: Notice of temporary reporting points, if established, may be published via Local Notice to Mariners, general broadcast or the VTS User's Manual.

161.21 Sailing Plan Deviation Report (DR)

A vessel must report:

- (a) When its ETA to a destination varies significantly from a previously reported ETA;
- (b) Any intention to deviate from a VTS issued measure or vessel traffic routing system; or
- (c) Any significant deviation from previously reported information.

161.22 Final Report (FR)

A vessel must report its name and position:

- (a) On arrival at its destination; or
- (b) When leaving the VTS area.

161.23 Reporting exemptions

(a) Unless otherwise directed, the following vessels are exempted from providing Position and Final Reports due to the nature of their operation:

- (1) Vessels on a published schedule and route;
- (2) Vessels operating within an area of radius of three nautical miles or less; or

- (3) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.
- (b) A vessel described in paragraph (a) of this section must:
 - (1) Provide a Sailing Plan at least 5 minutes but not more than 15 minutes before navigating within the VTS area; and
 - (2) If it departs from its promulgated schedule by more than 15 minutes or changes its limited operating area, make the established VMRS reports, or report as directed.
- (c) In those VTS areas capable of receiving automated position reports from an Automated Identification System (AIS) as required by 164.43 of this chapter and where AIS is required, vessels equipped with an operating AIS are not required to make voice radio position reports at designated reporting points as required by 161.20(b) of this part, unless otherwise directed by the VTC.
 - (1) Whenever an AIS becomes non-operational as defined in 164.43(c) of this chapter, before entering or while underway in a VTS area, a vessel must:
 - (i) Notify the VTC;
 - (ii) Make voice radio position reports at designated reporting points as required by 161.20(b) of this part;
 - (iii) Make other voice radio reports as directed; and
 - (iv) Restore the AIS to operating condition as soon as possible.
 - (2) Whenever an AIS becomes non-operational due to a loss of position correction information (i.e., the U.S. Coast Guard differential global positioning system (dGPS) cannot provide the required error correction messages) a vessel must:
 - (i) Make required voice radio position reports at designated reporting points as required by 161.20(b) of this part; and
 - (ii) Make other voice radio reports as directed.

Note: Regulations pertaining to AIS required capabilities are set forth in 164.43 of this chapter.

Subpart C - Vessel Traffic Service Areas, Cooperative Vessel Traffic Service Area, Vessel Traffic Service Special Areas and Reporting Points

Note: All geographical coordinates contained in part 161 (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

161.60 Vessel Traffic Service Prince William Sound

(a) The VTS area consists of the navigable waters of the United States north of a line drawn from Cape Hinchinbrook Light to Schooner Rock light, comprising that portion of Prince William Sound between 146°30'W and 147°20'W and includes Valdez Arm, Valdez Narrows, and Port Valdez.

(b) The Valdez Narrows VTS Special Area consists of those waters of Valdez Arm, Valdez Narrows, and Port Valdez northeast of a line bearing 307° True from Tongue Point at 61°02'06"N, 146°40'00"W; and southwest of a line bearing 307° True from Entrance Island Light at 61°05'06"N, 146°36'42"W.

Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Valdez Narrows VTS Special Area:

- (1) No VMRS User shall proceed north of 61°00'N without prior approval of the VTS.
- (2) For a vessel listed in paragraph (c)(3) of this section:
 - (i) Approval to enter this area will not be granted to a vessel when a tank vessel of more than 20,000 DWT is navigating therein;
 - (ii) A northbound vessel shall remain south of 61°00'N until the VTS has granted permission to proceed; and

- (iii) A southbound vessel shall remain in Port Valdez east of 146°35'W and north of 61°06'N until the VTS has granted permission to proceed.
- (3) Paragraph (c)(2) of this section applies to:
- (i) A vessel of 1600 Gross Tons or more; and
 - (ii) A towing vessel of 8 meters or more in length, except for a vessel performing duties as a vessel escort as described in 33 CFR 168.

(c) The Valdez Arm VTS Special Area consists of those waters of the Valdez Arm Traffic Separation Scheme as defined in 33 CFR part 167 and those waters northeast of a line drawn from shoreline to shoreline through the points 60°58.04'N, 146°46.52'W and 60°58.93'N, 146°48.86'W; and southeast of a line bearing 307° True from Tongue Point at 61°02.10'N, 146°40.00'W.

Northbound Traffic Lane

Latitude	Longitude
60°49.39'N	146°58.19'W
60°58.04'N	146°46.52'W

Southbound Traffic Lane

Latitude	Longitude
60°58.93'N	146°48.86'W
60°50.61'N	147°03.60'W

Separation Zone

Latitude	Longitude
60°51.08'N	147°00.33'W
60°58.60'N	146°48.10'W
60°58.30'N	146°47.10'W
60°50.45'N	146°58.75'W

(d) Reporting Points (See chartlet on page 3-4)

Designator: **1A**

Geographic Name: **Cape Hinchinbrook**

Geographic Description: **Cape Hinchinbrook**

Latitude/longitude: **60°16'18"N, 146°45'30"W**

Notes: **Northbound only**

Designator: **1B**

Geographic Name: **Schooner Rock**

Geographic Description: **Schooner Rock**

Latitude/longitude: **60°18'42"N, 146°51'36"W**

Notes: **Southbound only**

Designator: **2A**

Geographic Name: **Naked Island**

Geographic Description: **Naked Island**

Latitude/longitude: **60°40'00"N, 146°56'00"W**

Notes: **Northbound only**

Designator: **2B**

Geographic Name: **Naked Island**

Geographic Description: **Naked Island**

Latitude/longitude: **60°40'00"N, 147°00"W**

Notes: **Southbound only**

Designator: **3A**

Geographic Name: **Bligh Reef**

Geographic Description: **Bligh Reef Light (Pilot Embark)**

Latitude/longitude: **60°50'36"N, 146°57'30"W**

Notes: **Northbound only**

Designator: **3B**

Geographic Name: **Bligh Reef**

Geographic Description: **Bligh Reef Light (Pilot Disembark)**

Latitude/longitude: **60°51'00"N, 147°01'24"W**

Notes: **Southbound only**

Designator: **4A**
Geographic Name: **Rocky Point**
Geographic Description: **Rocky Point**
Latitude/longitude: **60°57'48"N, 146°47'30"W**
Notes: **Northbound only**

Designator: **4B**
Geographic Name: **Rocky Point**
Geographic Description: **Rocky Point**
Latitude/longitude: **60°57'48"N, 146°50'00"W**
Notes: **Southbound only**

Designator: **5**
Geographic Name: **Entrance Island**
Geographic Description: **Entrance Island Light**
Latitude/longitude: **60°05'24"N, 146°37'30"W**
Notes: